



City of Seattle

Gregory J. Nickels, Mayor

Department of Planning and Development

D.M. Sugimura, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

Project Number: 2303226

Applicant: Stephanie Spar, Arellano Christofides Architects for Duffy Investments LLC

Address: 4739 44th Avenue SW

SUMMARY OF PROPOSED ACTION

Master Use Permit to establish use for the future construction of a 4-story mixed use building with approximately 2,347 square feet of retail at street level and 14 apartments. Parking will be provided at grade (18 parking spaces).

The following approvals are required:

SEPA - Environmental Determination - Chapter 25.05, (SMC)

Design Review - Chapter 23.41, (SMC)

SEPA DETERMINATION: ☐ Exempt ☐ DNS ☐ MDNS ☐ EIS

☒ DNS with conditions

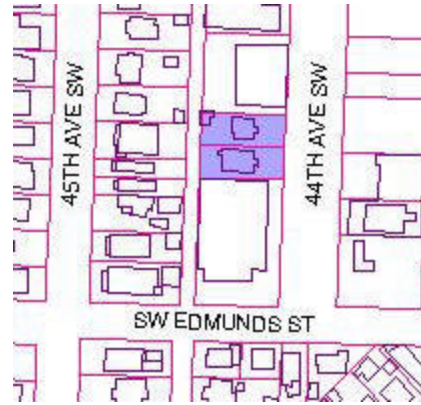
☐ DNS involving non-exempt grading, or demolition,
or another agency with jurisdiction.

BACKGROUND INFORMATION:

The site is located at 4739 44th Avenue SW on the west side of the street between SW Alaska Street and SW Edmunds Street one block from the core of the California Junction, the downtown of West Seattle. The site is within the West Seattle Junction Hub Urban Village boundary. The site is zoned Neighborhood Commercial 2 with a 40' height limit (NC 2-40'). The owner's proposal is for a 4-story mixed-use building with 14 residential units and ground level commercial space. Covered parking for 18 vehicles will be provided.

AREA DEVELOPMENT

Two house structures and a garage are currently located on the site which will be demolished as part of the proposed mixed use development. The east side of the block is zoned NC2-40 along 44th Ave. SW, with the half block across the alley to the west zoned Single Family 5000 (SF 5000). The property across the street to the east is zoned Neighborhood Commercial 2 with a height limit of 65' (NC2-65). A large hardware store with surface parking abuts the site on the south. A two-story office building abuts the site to the north. The Merchants Junction Parking lot is across 44th Av. SW along with a 6 story mixed use building, and a drive through bank with parking fronting on SW Edmonds Street. The site is within the West Seattle Junction Hub Urban Village. Good views west to the Olympic Mountains could be captured from upper building levels.



ANALYSIS - DESIGN REVIEW

This project was subject to the City of Seattle design review program. The designers received early design guidance at a design review meeting February 19, 2003.

EARLY DESIGN GUIDANCE **Architect's Presentation**

Stephanie Spar and Phillip Christofides of Arellano Christofides Architects made the substantive presentation at this meeting. The applicant proposes a 4-story mixed use building with approximately 14 residential units and ground level commercial space. Covered parking for about 18 vehicles is proposed. The architect presented their urban design analysis, noting that there are large commercial structures on each side of the site and that the immediate area is just beginning to build out to the zoned capacities. This block is a site in transition. The West Seattle Farmers Market is a positive urban event nearby every week. The single family zone and existing structures across the alley have parking in their backyards. The site is relatively small at 90' x 117'. No prominent desirable street façade pattern has yet been established on 44th Av. SW.

The architect noted that the proposed development of 14 units is under the potential maximum possible in a mixed use structure in an NC zone. (There is potential for up to 18-19 units-staff). The property developer is building an office space for his use. The architect's and developer's goal is to build a neighborhood-scaled building where upper residential has more of a lowrise scale compared to an apartment type mixed use structure. The design goal is to create a clear sense of entry into the proposed commercial space, using a classical commercial storefront glazing system. The applicant proposes vehicular access off of a new curb cut on 44th Av. SW to access surface parking areas adjacent to the driveway. Three of the proposed 18 stalls would be under the roof on the east side of the new structure with 15 stalls located under the structure with access off of the alley. As proposed, the access driveway would have to ramp up toward the alley and would connect to the alley as well as to the structured parking area. Residential open

space was yet to be determined as well as details on access, parking, drive through, and building massing. In early design explorations the architect noted that residential coverage above 13 feet may be a departure request.

BOARD CLARIFYING COMMENTS

The Board asked clarifying questions and made initial comments. Members pointed out that this sidewalk is used by a lot of pedestrians. The Board asked the applicant to describe the existing parking across the alley, noting that with the new development, many of those existing stalls may not work for back up. He also noted that the stall proposed nearest the 44th Av. SW sidewalk will not be permitted, since it would back up into the right of way.(SMC 23.54.030E) One member asked why the applicant preferred vehicle access off of the 44th Av. SW. The applicant commented that the proposed commercial use would not have a lot of vehicular traffic, but would need a deposit box for his clients to drop off money/funds. (This part of the program has been dropped.) The Board commented that the applicant should research securing a curb side loading stall for that purpose, and develop an alternative that separates parking and drop off functions. (Staff note: The described drop off use may be considered a drive-through business and on-site queuing locations may be needed.)

PUBLIC COMMENTS

Most members of the public present had comments to offer. There were 9 member of the public present.

- *The Street and parking strip* -- What is proposed for the parking strip? Tree grates should be used on 44th. There is lots of business parking in the area now. What are your plans for use of the alley? There is a fair amount of traffic around this block.
- *The sidewalk* -- The property owner to the east has fairly large planters in the right of way and wants to know what landscaping is proposed.
There is parking saturation in the area due to large number of restaurants.

BOARD DISCUSSION and DELIBERATIONS

Major issue areas for the Board included the comment that the context immediately around the site was not anything special and that this project has the opportunity to set a new design standard for the immediate area. The design needs to develop more options for store frontage design. The access question and parking is a big issue, especially with the anticipation of the monorail coming into this area in the near future. The height, bulk and scale of the proposed structure in relation to residential structures across the alley are concerns. The Board feels that landscaping will be an important element of the design, emphasizing the emerging urbanity of the site. The Board wants to see a refined urban street tree plan with sidewalk tree planter grates as part of the solution. The offset in the sidewalk to the east of the site needs to be addressed and simplifying the sidewalk may be a better solution than adding more “jogs” in the sidewalk.

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the siting

and design guidance described below and identified by letter and number those siting and design guidelines found in the City of Seattle's "*Design Review: Guidelines for Multifamily & Commercial Buildings*" of highest priority to this project.

DESIGN GUIDELINES

A Site Planning

A-2 Streetscape Compatibility

The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

A-5 Respect for Adjacent sites

Buildings should respect adjacent properties by being located on their site to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings

The guidelines above were chosen by the board to be high priority. The Board thinks the design should simplify the sidewalk, bring the building to the street, but modulate the street front façade on 44th. The massing of the upper portion should be pushed toward 44th in order to pull massing away from the residential uses across the alley.

A-8 Parking and Vehicle Access

Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.

A-9 Location of Parking on Commercial Street Fronts

Parking on a commercial street front should be minimized and where possible should be located behind a building.

The applicant should continue to work with the DPD Planner and SDOT to work out the "drop-off" function for the office use. The design should explore securing a curb side loading zone as the preferred option for this function.

B Height, Bulk and Scale

B-1 Height, Bulk and Scale

Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less-intensive zones.

This guideline is very important. The design should employ flat roofs and push the massing of the upper part of the structure toward 44th Avenue to create a good transition in height, bulk and scale with the Single Family zoned structures across the alley.

C Architectural Elements and Materials

C-1 Architectural Context

New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complements the architectural character and siting pattern of neighboring buildings.

C-2 Architectural Concept and Consistency

Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its façade walls.

C-3 Human Scale

The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.

C-4 Exterior Finish Materials

Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

C-5 Structured Parking Entrances

The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.

The designer should reconsider access to parking, exploring access solely off the alley with a curbside loading zone (yellow curb) on 44th Avenue SW for any needed drop off function. The Board felt that any proposed driveway access off of 44th Av. SW would have to have superior design detailing for the Board to recommend such a solution to DPD.

D Pedestrian Environment

D-5 Visual impacts of Parking Structures

The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structures and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties.

D-6 Screening of Dumpsters, Utilities and Services Areas

Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible.

D-7 Pedestrian Safety

Project design should consider opportunities for enhancing personal safety and security in the environment under review.

This building should do a lot to shield parking and to achieve a balanced access to parking. Parking adjacent to the alley should be substantially screened.

E Landscaping

E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites

Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.

The design should create a palette for a new urban, refined landscaping scheme, using durable walls and planters in the palette.

Departures from Development Standards:

In the application, the applicant identified possible departure from the following Land Use Code development standards but no substantial description of them was developed at the EDG meeting.

MASTER USE PERMIT

The applicant applied for the Master Use Permit December 19, 2003.

RECOMMENDATION MEETING

The recommendation meeting convened April 8, 2004 with introductions of the Board. The Architect presented an overview of the project and presented the design response to the priority design guidelines listed above and the programmatic desires of the owner.

The Board had a few clarifying questions. One question centered on the 44th Avenue SW vehicle entrance. The entrance is proposed as a one-way curb cut of 10 feet with a driveway of 10 feet. Exiting will be through the alley along with the access for residential parking and exiting. Other questions asked for details on the materials and detailing of the 44th Avenue SW façade, balconies, alley parking screening, amount of commercial along 44th and configuration of the parking garage.

PUBLIC COMMENTS

The owner commented that he plans to have his business in the building and plans on building a high quality building with excellent materials. He imagines many of the residential units to be occupied by seniors who can use the services and transportation links in the nearby area.

BOARD DISCUSSION AND RECOMMENDATIONS

The Board deliberated and discussed several concerns with the architect. The architect should consider dropping the 44th access as mentioned in the early design guidance A-2, A-5, A-8, A-9 and C-5 above. This consideration will be a condition of the recommendation and will be reviewed by the DPD staff member. The proposed high quality materials should be retained and not compromised. The Board has a preference for aluminum windows, if value engineering requires it, the windows in the back half of the building could be other materials, however the Board wants to see consistent window materials throughout. Retain the rear building wall at the parking level with the landscaping. There should be no light or glare spill onto the alley. Low level alley lighting is acceptable for safety. The trash and recycling should remain enclosed. If needed the depth of commercial space can be less than the 30 foot depth requirement to accommodate commercial across the front façade and to accommodate the required number of parking stalls. Landscape should be retained as shown. On April 8, 2004 plans

DEPARTURES FROM DEVELOPMENT STANDARDS

There were no requests for departures from development standards.

BOARD RECOMMENDATION:

After considering the proposed design and the project context, hearing public comment, and reconsidering the previously stated design priorities, the four (4) Design Review Board members felt that all of the guidance they had given in their previous meetings had been addressed by the applicant except guidelines (A) and (C) as they related to the pedestrian environment on 44th Avenue. The Design Review Board recommended **conditional approval** of the design with changes described below.

Board recommended conditions:

1. Provide all vehicle access off of the alley with no vehicle access off 44th Avenue. Applicant should work with SDOT and DPD to secure a designated on-street loading space for the commercial use with an appropriate hourly parking limit.
2. The proposed high quality materials should be retained and not compromised. The Board has a preference for aluminum windows, if value engineering requires the back half of the building windows could be other materials; however the preference is for consistent window materials throughout.
3. Retain the rear building wall at the parking level with the landscaping.
4. There should be no light or glare spill onto the alley. Low level alley lighting is acceptable for safety.
5. The trash and recycling shall remain enclosed.
6. If needed the depth of commercial can be less than 30 feet.
7. Landscape should be retained as shown.

ANALYSIS AND DECISION - DESIGN REVIEW

The Director of DPD has reviewed the recommendations of the Design Review Board and finds that they are consistent with the City of Seattle Design Review *Guidelines for Multifamily & Commercial Buildings*.

The Board recommended that the project should provide all vehicle access off of the alley with no vehicle access off 44th Avenue. This recommendation was unanimous by the 4 Board members at the final public Design Review meeting. Their recommendation was based upon the priority guidelines identified by the Board at the first Early Design Guidance meeting. The Board feels, and the Director agrees, that the optimum plan for this site should not include a curb cut and driveway on 44th street in order to provide the most amount of commercial space possible along the street front, to create a lively pedestrian environment along the structure and to minimize or eliminate the potential conflicts between pedestrians and vehicles crossing the sidewalk at the site.

The Director also notes that Guideline D-7 “Personal Safety and Security” should be considered as a high priority also for this site. As proposed, some parking stalls would have been located along the proposed driveway between 44th Av. SW and the alley to the rear of the site. These stalls are technically required to meet the residential parking requirement, but were portrayed by the applicant to be available for the customers for the investment business. The Director notes that there is no commercial parking required for this project. The Director questions whether this narrow driveway between the proposed building and the existing building would be a safe environment for either commercial customers or residents since sight lines into this space are quite limited.

The Board's recommendation implies that all parking would be contained in the covered parking garage out of the weather and secured with doors at night. Commercial customers could use a few designated residential stalls during the day when residents were at work and enter a rear door to the commercial space from the secured garage. Or, as the Board also recommended and the Director agrees, the applicant should secure a designated on-street loading space for the commercial use with an appropriate hourly parking limit. This would then allow the commercial patrons to have an opportunity to park right in front of the building next to the office door in full visibility of pedestrians and vehicles on 44th Av. SW while conducting business.

It is within the Board's role to limit access in deference to the public realm, that is, users of the sidewalk and on-street parking. In Early Design Guidance and at the Recommendation meeting the Board requested that the architect consider dropping the 44th access as mentioned in the early design guidance sections A-8, A-9 and C-5. The Board notes and recommends granting a departure that, if needed, would allow the depth of commercial space to be less than 30 feet. This departure would keep the non-residential uses along 44th Avenue, while accommodating the code required parking to the rear of the building. The applicant has not requested this development standard departure, but the Board wanted to make it clear to the applicant that it is more desirable to have more non-residential use frontage than a driveway along 44th.

The Director also notes that the applicant's most current update to the MUP plans dated September 8, 2004 complies with the required 80% of the structure's frontage to be in non-residential uses, the effect of keeping the proposed driveway access off of 44th and meeting this mixed use street level standard is that the design of the residential entry does not satisfactorily meet the Board's guideline to create an attractive residential entry to the building.

Therefore, the Director determines that the project has not satisfactorily responded to the early design guidance. The Director **approves** the proposed project but with the following **conditions**:

1. that there be no vehicle access off of 44th Av. SW;
2. that the design of the 44th Av Street façade must meet the required non-residential frontage requirement ;
3. that the design of the residential entry should be developed to show a wide gracious width with a distinct surround around the entry door and other features such as the inclusion of pedestrian scaled lighting and protection from the weather in order to create a strong and visually prominent residential entry.

ANALYSIS - SEPA

Environmental review resulting in a Threshold Determination is required pursuant to the Seattle State Environmental Policy Act (SEPA), WAC 197-11, and the Seattle SEPA Ordinance (Seattle Municipal Code Chapter 25.05).

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant and dated December 19, 2004 and annotated by the Land Use Planner. The information in the checklist, the supplemental information submitted by the applicant, and the experience of the lead agency with the review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority.

The Overview Policy states, in part, "Where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation" subject to some limitations. Under such limitations/circumstances (SMC25.05.665) mitigation can be considered. Thus a more detailed discussion of some of the impacts is appropriate.

Short-term Impacts

The following temporary or construction-related impacts are expected: minor decreased air quality due to suspended particulate from building activities and hydrocarbon emissions from construction vehicles and equipment; increased traffic and demand for parking from construction equipment and personnel; conflict with normal pedestrian movement adjacent to the site; increased noise, and consumption of renewable and non-renewable resources. Several adopted codes and/or ordinances provide mitigation for some of the identified impacts. Additionally, these impacts are minor in scope and are not expected to have significant adverse impacts (SMC 25.05. 794). However, due to the residential density and close proximity of neighboring businesses, further analysis of construction impacts is warranted.

Noise

Noise associated with construction could adversely affect the surrounding uses, thus the limitations of the Noise Ordinance are found to be inadequate. Pursuant to the SEPA Overview Policy (SMC 25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675B), additional mitigation is warranted. Thus, limit the hours of any construction activity not conducted entirely within an enclosed structure to non-holiday weekdays between 7:30 a.m. and 6:00 p.m. Limited work on Saturdays between 9:00 a.m. and 6:00 p.m. may be allowed if prior approval is secured from the undersigned Land Use Planner at DPD. Such after-hours work would include emergency construction necessitated by safety or street use (traffic) concerns, work of low noise impact; landscaping activity which does not require use of heavy equipment (e.g., planting), or work which would substantially shorten the overall construction timeframe.

Limited work at other times or on Sundays may also be allowed if necessary to align with SDOT or utility requirements. Such limited after-hours work may be authorized only if the owner(s) and or responsible party(s) provide 3-days prior notice to allow DPD to adequately evaluate the request pursuant to SEPA authority to mitigate construction impacts (SMC 25.05.675B).

Long-term Impacts

Long-term or use-related impacts are also anticipated from the proposal: increased surface water runoff from greater site coverage by impervious surfaces; increased bulk and scale on the site; increased demand on public services and utilities; increased light and glare; loss of vegetation; and increased energy consumption. These long-term impacts are not considered significant because the impacts are minor in scope.

The long-term impacts are typical of a mixed-use structure and will in part be mitigated by the City's adopted codes and/or ordinances. Specifically these are: Storm water, Grading and Drainage Control Code (storm water runoff from additional site coverage by impervious surface); Land Use Code (height, setbacks, parking); and the Seattle Energy Code (long-term energy consumption). Additional land use impacts which may result in the long-term are discussed below.

Drainage and Water Quality

Rain water on roofs and roof decks are the major sources of water runoff on this site. The rainwater will be collected in gutters and connected to the storm drainage system. Oil/water separators will be installed at the parking garage level. Therefore, drainage will be directed away from adjoining residential properties. No additional mitigation measures will be required pursuant to SEPA.

Height, Bulk and Scale

Section 25.05.675G2c of the Seattle SEPA Ordinance provides the following: "The Citywide Design Guidelines (and any council-approved, neighborhood design guidelines) are intended to mitigate the same adverse height, bulk, and scale impacts addressed in these policies. A project that is approved pursuant to the Design Review Process shall be presumed to comply with these Height, Bulk and Scale policies. This presumption may be rebutted only by clear and convincing evidence that height, bulk and scale impacts documented through environmental review have not been adequately mitigated. Any additional mitigation imposed by the decision maker pursuant to these height, bulk, and scale policies on projects that have undergone Design Review shall comply with design guidelines applicable to the project."

There are no sensitive height, bulk or scale impact issues which have not been addressed during the Design Review process in the design of this mixed use project in a Neighborhood Commercial Zone 2 with a 40 foot height limit (NC2 40'). Therefore, no additional height, bulk, or scale SEPA mitigation is warranted pursuant to the SEPA height, bulk and scale policy.

Traffic and Transportation

The project meets the City's transportation concurrency (Level of Service) LOS Standards and indicates adequate capacity exists to serve the increase in project related vehicle trips. Per the City's parking code, the site is required to provide 18 parking stalls for the residential use and none for the Commercial use.

The Department of Planning and Development has analyzed and annotated the environmental checklist submitted by the project applicant; reviewed the project plans and any additional information in the file; and any comments which may have been received regarding this proposed action have been considered. As indicated in the checklist, this action will result in adverse impacts to the environment. However, due to their temporary nature and limited effects, the impacts are not expected to be significant.

Codes and development regulations applicable to this proposed project will provide sufficient mitigation and no further conditioning or mitigation is warranted pursuant to the SEPA Overview Policy (SMC 25.05.665).

DECISION SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirement of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

- [X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21.030(2) (c).
- [] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030 2c.

CONDITIONS – Design Review

Prior to Issuance of the MUP

1. Revise official plan sets to provide all vehicle access off of the alley with no vehicle access off 44th Avenue. Applicant shall work with SDOT and DPD to secure a designated on-street loading space with an appropriate parking limit. The portion of the 44th Avenue façade proposed for a driveway shall be redesigned to be consistent with the early design guidance and should meet the 80% frontage requirement and create a strong, visually prominent residential entry design.

For the life of the project

2. The proposed high quality materials should be retained and not compromised. The Board has a preference for aluminum windows, if value engineering requires the back half of the

building windows could be other materials; however the preference is for consistent window materials throughout.

3. Retain the rear building wall at the parking level with the landscaping.
4. There should be no light or glare spill onto the alley. Low level alley lighting is acceptable for safety.
5. The trash and recycling should remain enclosed.
6. The design review board notes and recommends granting a departure that, if needed, the depth of commercial space can be less than 30 feet.
7. Landscape should be retained as shown.

Non-Appealable Conditions

8. Any proposed changes to the exterior of the building or the site or must be submitted to DPD for review and approval by the Land Use Planner (Holly Godard 206-615-1254). Any proposed changes to the improvements in the public right-of-way must be submitted to DPD and SDOT for review and for final approval by SDOT.
9. Compliance with all images and text on the MUP drawings, design review meeting guidelines and approved design features and elements (including exterior materials, landscaping and ROW improvements) shall be verified by the DPD planner assigned to this project (Holly Godard 206-615-1254), or by the Design Review Manager. An appointment with the assigned Land Use Planner must be made at least (3) working days in advance of field inspection. The Land Use Planner will determine whether submission of revised plans is required to ensure that compliance has been achieved.
10. Embed all of these conditions in the cover sheet for the MUP permit and for all subsequent permits including updated MUP plans, and all building permit drawings and embed the colored MUP recommendation drawings in the building permit plan sets.

CONDITIONS – SEPA

Prior to Issuance of Demolition Permits

11. The applicant shall submit to DPD a copy of the PSCAA Notice of Intent to Demolish prior to issuance of the DPD demolition permit.

During Building Demolition, Site Work and Building Construction

12. The following condition(s) to be enforced during construction shall be posted at the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. If more than one street abuts the site, conditions shall be posted at each street. The conditions will be affixed to placards prepared by DPD. The placards will be issued along with the building permit set of plans. The placards shall be laminated with clear plastic or other waterproofing material and shall remain posted on-site for the duration of the construction.

13. The owner's and/or responsible party(s) shall:
14. Limit the hours of any construction activity not conducted entirely within an enclosed structure to non-holiday weekdays between 7:30 a.m. and 6:00 p.m. Limited work on Saturdays between 9:00 a.m. and 6:00 p.m. may be allowed if prior approval is secured from the undersigned Land Use Planner at DPD. Such after-hours work would include emergency construction necessitated by safety or street use (traffic) concerns, work of low noise impact; landscaping activity which does not require use of heavy equipment (e.g., planting), or work which would substantially shorten the overall construction timeframe. Limited work at other times or on Sundays may also be allowed if necessary to align with SDOT or utility requirements. Such limited after-hours work may be authorized only if the owner(s) and or responsible party(s) provide 3-days prior notice to allow DPD to adequately evaluate the request.

Signature: _____ (signature on file) Date: October 14, 2004
Holly Godard, Land Use Planner
Department of Planning and Development
Land Use Services

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